

# Oregon Rally News



April 1998

Vol. 2, No. 4

## Doo Wops III and IV

By Andrew Hilmer

The second round of Northwest Region Doo Wops saw great weather and a wide field of competitors. The exotic National cars included the Hyundai of Paul Choiniere and Jeff Becker, the Cosworth Escort of Carl Merrill and Lance Smith, and the Audi S2 Quattro of Rui Brazil and Carlos Tavares. In all, the event saw 35 cars start.

The first day's rallying saw Paul Choiniere doing consistently well. Mechanical problems for his competitors contributed to Choiniere's domination, and he went on to clean up the two-day National event. Carl Merrill's Escort was hampered with turbo problems and Rui Brazil's Audi retired with a broken wheel. Out of 35 starts for all the classes, nine cars did not finish.

Vance Walker and Karen Laylor did well with their RX-3, taking the Divisional win and winning a 3rd spot in the starting order for Sunday.



Doo Wop IV saw more success. Out of 34 starts, only 6 cars dropped out. Although knocked out of the National with Saturday's DNF, Rui Brazil finished out in front of Sunday's Divisional 4WD class. Vance Walker and Karen Laylor had great times in their Mazda RX-3, taking 2nd overall and winning O2.



The sunshine and a great spectator corner on Sunday made this a very fun event for ORG workers. We hope to see you at the Wild West.

## From the President

by Mike Nagle

The Oregon Trail Rally is coming up fast !! Everyone is needed to help with the organization of the event. Telephone today to Rich Olmstead (360) 574-8593, Chris Portal (503) 371-1125, Ben Bradley (503) 231-1328, or myself at (503) 244-8570 about assisting in the tasks leading up to, as well as the day of the rally.

We need volunteer road marshal/stage control staff. We have a great spectator/service area and we need staff to sell concessions and marshal the crowd in the pit area. We are negotiating for bus shuttle service to transport fans, and we need a volunteer to supervise that operation. Radio hams, EMTs, wreckers, sweep vehicles. Many thanks to Bonnie Hertz for volunteering to coordinate the the finish banquet in Clatskanie.

You've heard it all before. If we can not get you mobilized NOW, I don't see ORG moving forward next year to a two day event and plans for a national schedule date application in the future! Soon we will be going to weekly planning meetings. We need everyone who is interested with rally to step forward NOW to do just a little to help. The few can not do it all. You are needed to at least let us know that we can count on you. Please lighten the load on others by calling today.

I hope to see you at the next meeting at GE.

## Editorial License

by Andrew Hilmer

PRO Rally in Oregon and the Northwest is doing very well. The events are pulling in sizeable fields of competitors, the roads are as good as ever, new events are being created, and new faces are being introduced to the sport. The Northwest Region has been kicking around the idea of resurrecting the Olympus Rally and bringing World Rally back to the US. The Oregon Rally Group wants to expand the Oregon Trail and put on more events. There is a lot of ambition to keep improving the events in our corner of the country.

To make these ambitions real, we need to continue building our resources. All sports get their resources from popular interest. PRO Rally is no exception. The pool of participants, volunteers, sponsors, and spectators grows from the communication of the PRO Rally experience. We need to tell motorheads about PRO Rally. We need to show them where to find it on TV and in the video store. We need to encourage interested people to come to the events to spectate and volunteer. (continued next page)

(continued) By doing this newsletter, I am participating in the first step of communicating Oregon Region PRO Rally to the public. Most people are introduced to PRO Rally by word-of-mouth, but after the introduction, they need to know where to go, when to go, and how to get there. I want this newsletter to provide a visceral reminder of what PRO Rally is while also providing a complete set of information about how to experience the events. The schedules are fairly complete, but I want to add more information about the events in advance. This includes detailed maps and instructions for spectators, contact information for workers, and a listing of opportunities for sponsors.

Don't be bashful with your submissions to the newsletter. This last month, I received just two submissions of material: Mike Nagel's column and Robert Mahony's excellent WRC update. I put together an article on last month's Doo Wop III and IV. I had some good photos, but as a flying finish worker, my only chance to take pictures was at one spectator point on the second day of competition. I need more pictures of the events! If you take pictures at the Wild West, there is a good chance that I can use them in the newsletter. If you want your shots returned, just include a self-addressed, stamped envelope. If you want your shots to be incorporated into the annual, just let me know and I will pass them on after I've scanned them in.

Send contributions to:

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the ground hard for a week beforehand and dust was the biggest problem. On the first day it was the Mitsubishi's of Tommi Makinen and Richard Burns who tackled the route without major problems. Makinen finished the day 36 sec ahead of his team-mate. Last years winner Colin McRae was in a dominant mood and after 3 punctures on the second competitive section, he was fastest on all the remaining sections to finish the day in third spot. Fourth was Carlos Sainz, followed by the Fords of Vatanen and Kankkunen. Didier Auriols Corolla WRC stopped on CS 4 with electrical problems that were traced to an oil can in the trunk having knocked off a battery lead. He finished the day in seventh position, nearly 8 minutes behind Makinen.



*Richard Burns and Robert Reid Celebrate their Safari Win*

Helicopters again played a crucial role in this year's Safari Rally, warning cars of hazards ahead on this open-road event. Mainly it was animals, but sometimes it was the occasional truck or bus and often ordinary road cars. Tommi Makinen extended his lead all through the second day despite losing time after a collision with a local truck. But on the final section of the day, a broken cam belt finished his rally. Colin McRae has moved into second spot, but retired when both Subarus (both he and Latti) suffered engine failure. This gave Richard Burns top position at the end of day two followed by 1981 World Champion Ari Vatanen. Didier Auriol was third, followed by Juha Kankkunen and Carlos Sainz.

Richard Burns drove cautiously on the last day hoping for the best. "It was my worst, and best, day's rallying ever!" he remarked in Nairobi finishing first and winning his first WRC event. Burns and co-driver Robert Reid, overcome by their victory, engaged in boisterous celebration on the podium. Ari Vatanen closed up on Burns during the day, but after the final section while following team orders, he took a penalty to let Juha Kankkunen take the second position. Sainz retired mid way through the final day after a broken strut rubbed a rear tire and (continued next page)

## World Rally Update

by Robert Mahony



1998 Safari Rally of Kenya

Official Website: <http://www.kenyaweb.com/safarirally>

The Safari, covering 1231 competitive km - 3 times longer than any other WRC event, is a true rally adventure where anything can happen, and usually does! This year the unexpected began as early as the recce. In a bizarre accident Ford's Bruno Thiry was out of the rally before it begun. He was hitching a ride with team mate Kankkunen during the recce, when Kankkunens car hit a mud hole throwing Thiry around the rear passenger compartment. Thiry was hospitalized with 5 broken ribs and Ford hired Ari Vatanen, who hasn't driven the Safari for 11 years, to replace the Belgian.

After weeks of torrential rain that made everyone suspect that this years event would be a mud bath, the sun baked

(continued) caused it to catch fire. Sainz and co-driver Luis Moya continued on three tires but finally ended up returning to Nairobi by helicopter. Didier Auriol finished forth, 14 minutes behind the leader. Harri Rovanpera, dominating the group F2 on Seat's first Safari outing, was 5th, more than 2 hours behind.



### **TAP Rallye De Portugal 1998**

Official Website: <http://www.tap-rallydeportugal.pt/iindex.html>

The Rally of Portugal sees the WRC moving back to mainland Europe, the home of rally, and the first event of 98 to be held mainly on European gravel roads. Portugal is one of the classic rallies that has been on the WRC series right from the start. The entry list of Portugal boasted ten World Rally Cars, including five Toyota Corollas. Apart from the normal works drivers the three semi-works Corollas were driven by Marcus Gronholm, Thomas Raadstrom and Freddy Loix.

The rally started on Sunday with a single Super Special Stage held at the Lousada track (3.88km). The stage was won by Didier Auriol but the difference between the top drivers was minimal. Marcus Gronholm won the first stage on Monday, but it was Colin McRae who dominated the field at such speed that everyone else had a hard time keeping up. McRae won six of the days nine stages and was leading Juha Kankkunen by 44 sec at the end of the first day. Carlos Sainz was third followed closely by Tommi Makinen. Freddy Loix was fifth and battling hard with Richard Burns and Piero Liatti. Didier Auriol dropped to tenth position with sequential gearshift problems.

Tommi Makinen, last year's winner, retired on the second day after running wide and hitting some trees doing serious damage to his Mitsubishi Lancer. Auriol's gear selection problems continued. For several stages he drove with only first and second gears, choosing to drive the steeper downhill sections in neutral as it was faster! His rally finished on SS 16 due to gearbox failure. Colin McRae continued in the lead, but the star of the day was Freddy Loix. He posted fastest times on the final four stages of the day finishing 11 sec behind McRae and 20 sec ahead of Carol Sainz. Richard Burns drove at a steady pace to finish the day fourth with Ari Vatanen in fifth.



#### *Colin McCrae Glides to Victory*

The final day was one full of excitement. "Fast" Freddy Loix kept pace with McRae and Carlos Sainz moved closer posting several fastest stage times. On SS25 it all fell to pieces for Loix when he lost 5th and 6th gears. Entering the final stage of the rally, McRae led Sainz by 7 sec. McRae made good time on the stage, Carlos Sainz was 5 sec faster but that wasn't enough. Colin McRae and co-driver Nicky Grist took a much needed Subaru victory with a margin of 2.1 seconds! Freddy Loix managed to hold on to third place, 7.5 sec ahead of the charging Richard Burns. This was the last event for the Mitsubishi Lancer/Carisma Evolution IV as the Evo V version will be introduced in Catalunya next month. Ari Vatanen battled for fifth position with Piero Laitti over the final stages and managed to keep the Italian behind by 4 sec. Juha Kankkunen, one of the fastest drivers on the last day finished 7th.

## **OREGON RALLY GROUP**

### **The Oregon Rally Group**

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### **1998 FIA World Rally Championship**

#### *Standings after 4 of 14 rounds*

**Drivers Standings:** Carlos Sainz (22), Juha Kankkunen (16), Richard Burns (15), , Colin McRae (14), Tommi Makinen (10), Ari Vatanen (6), Didier Auriol (4), Piero Latti (4), Freddy Loix (4), Kenneth Eriksson (3), Marcus Gronholm (2), Harri Rovanpera (2)

**Manufacturers Standings:** Mitsubishi (22), Ford (21), Toyota (19), Subaru (10)

**Next Month:** Report from Rally of Catalunya.

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**RALLY GROUP**

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## Snapshot of the Wild West

The Wild West National PRO Rally will run this Friday and Saturday. The Oregon Rally Group will run one stage on Friday and two on Saturday. We will meet at the Steamboat Island Texaco. Take exit 104 off I-5 North. Follow Highway 101 to Shelton. The Steamboat Island Texaco is 2 miles west of the Shelton turnoff. Rendezvous times are: Friday, 1700 and Saturday, 1200.

## Northwest Adventure Rally

### The Pacific Coast Challenge

The Road Not Taken.....	Grande Ronde OR.....	Aug 8-9
Night on Bald Mountain.....	WA.....	Sep 26-27
Totem.....	BC interior.....	Oct 24-25
BC Rally Championship		
Gold Miner.....	BC interior.....	July 11-12
Totem.....	BC interior.....	Oct 24-25
Midnight.....	Vancouver Island.....	Nov 7-8
AlCan 5000 Summer Rally.....	BC-Alaska.....	Aug 29-Sep5

## Local and National SCCA PRO Rally

‡ Wild West.....	Shelton, WA.....	Apr 17-18
‡ Rim of the World.....	Palmdale, CA.....	May 8-9
* Oregon Trail.....	Portland, OR.....	June 6
‡ Susquehannock Trail.....	Wellsboro, PA.....	June 5-6
‡ Maine Forest Summer.....	Rumford, ME.....	July 31-Aug1
ORV Rallysprint I & II.....	Elma, WA.....	Aug 1-2
‡ Ojibwe Forests.....	Bernidji, MN.....	Aug 28-29
‡ Prescott Forest.....	Prescott, AZ.....	Oct 2-3
* Oregon Rallysprint.....	Washougal, WA.....	Oct 16
‡ Lake Superior.....	Houghton, MI.....	Oct 23-24
† Tour de Forest/Dryad Quest.....	Shelton WA.....	Nov TBA
* ORG event, † National points, ‡ National event		

## Cascade Sports Car Club TSD Events

Friday Night Rally Series.....	\$15, Mall 205, 6 pm.....	May 1
.....	\$15, Mall 205, 6 pm.....	June 5
Mountains to the East.....	TBA.....	July 18
TSD, possible lap of PIR.....	TBA.....	Aug 15
Ghoul's Gambol XXXII.....	TBA.....	Oct 30

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